

RUDDER FLUTTER

Official Publication of the Idaho Transportation Department - Division of Aeronautics

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FALL 1995

YOUNG EAGLES ARE EVERYWHERE

OR ARE THEY?

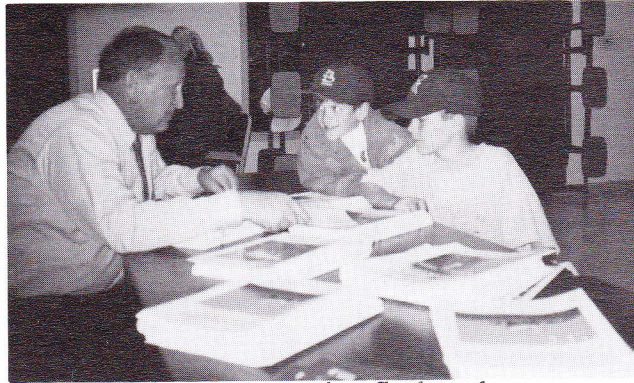
There was a time, in the distant past for many of us, when you could go over to the local FBO and find several young people hanging around the airport doing odd jobs and hoping to get a free ride in an airplane.

Many of those eager young faces stayed the course, worked as hard as they could, and finally found a way to grab the brass ring to earn their pilots wings. Some of them may be reading this newsletter right now.

Folks, now is the time to reflect on what life was like for us, and to figure out where we are in terms of bringing young people into the world of aviation. If the trends of the recent past continue, all indications are that we are a vanishing breed of cat.

All of us know of, and many are participating in, various programs underway to make young people aware of aviation career opportunities. Our own Idaho Aviation Career Education Series (ACES), and the Experimental Aircraft Association's Young Eagles programs are examples of activities to which many Idaho pilots have contributed.

There is much to be done. We must continue to develop new approaches to our youth to draw them out from the video arcades and other electronic games that threaten to engulf them.



that flash and roar.

Having said that somewhat jokingly, the truth is video arcades are the competition. The kids that used to hang out at the airport are now pouring their nickels, dimes, and quarters into electronic games

The challenge to all of us is to take the time to look at what we have done and what more we can do to reach out and make contact with these youngsters. Whether you are a member of an organization in the Young Eagles program, or just an individual with an interest in the future of the general aviation community, there are future "young eagles" out there. We just have to find them or help them find us.

The Centennial celebration of the Wright brothers first flight will occur in the year 2003. Make it your personal goal to fly a kid a month from now until then. One day you will be able to look back and say you too made a significant contribution to the history of flight.

The Experimental Aircraft Association (EAA) headquarters in Oshkosh, Wisconsin lists Idaho's top ten pilots who have flown Young Eagles and the number of Young Eagles they have flown from 5/92 to 6/95 as: **Patrick Rediker**, Nampa - 85, **Jerry Waggoner**, Fruitland - 50, **Edward Downs**, Boise - 45, **Pat Rotramel**, Grangeville - 22, **John Hong**, Idaho Falls - 20, **Eugene Soper**, Athol - 16, **Robert Benner**, Meridian - 11, **Ray Taylor**, Payette - 9, **Carl Cederquist**, Nampa - 8, **Peter Mead**, Tetonia-8.

SEARCH FOR NEW ADMINISTRATOR NARROWS

As this edition of the *Rudder Flutter* goes to print, the field of more than 120 names submitted for the Idaho Division of Aeronautics Administrator position has been whittled down to the ten best qualified individuals. From that list, ITD Director, Dwight Bower, and the Aeronautics Advisory Board will select the finalists for interviews.

We expect the final nominee to be announced within a month with a real possibility the new administrator will be in place by mid-October.

JOHNSON CREEK

The Division of Aeronautics is asking that all pilots flying into the Johnson Creek Airport use Runway 17 for landing, and Runway 35 for departure when at all possible.

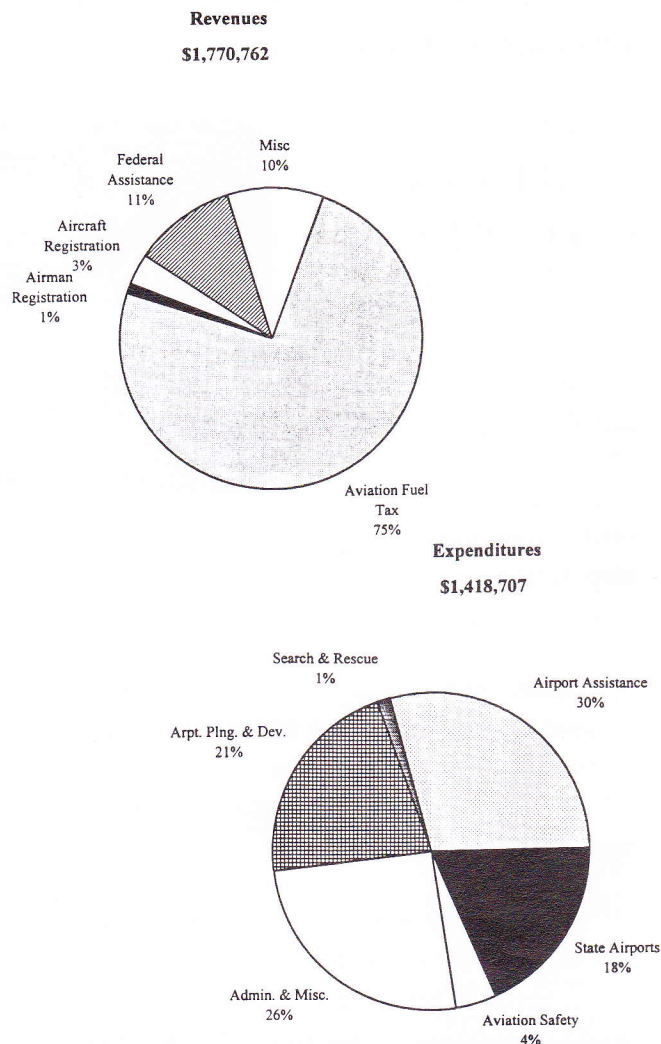
The Bryant family donated approximately one half of the property for this airport to Aeronautics, therefore showing our respect by avoiding their home located atop the hill at the south end of the airport is in order. We are not asking pilots to jeopardize safety when wind conditions do not allow operations as recommended, however, the normal use of Runways 17 and 35 is sincerely appreciated.

FAA ADMINISTRATOR IN BOISE

David Hinson, Administrator, FAA will be the guest speaker at the next City Club Public Affairs Forum (luncheon) in Boise on Tuesday, October 17th. The topic will be air safety. The meeting will be held at noon in the Crystal Ballroom of the Hoff Building on 8th and Bannock. Everyone is invited to attend.

Cost for the luncheon is \$15. **Reservations are needed and must be made by October 13th.** For more information or reservations please call (208) 334-0879.

REVENUES AND EXPENDITURES FOR FISCAL YEAR 1995



IDAHO TRANSPORTATION DEPARTMENT

Governor *PHILIP E. BATT*
Director *DWIGHT BOWER*
Acting Aeronautics Administrator
LARRY H. FALKNER

Aeronautics Advisory Board:

Chairman *WILLIAM PARISH*
Member *HARRY MERRICK*

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Editor of the *Rudder Flutter*, John Maakestad

1995 ACE ACADEMY GRADUATES 37 IDAHO STUDENTS

What may be the last class of students to attend the Idaho ACE Academy ended their week of hands-on, in the field, and classroom learning about aviation careers on July 21, 1995.

This year's event agenda included tours to FAA facilities at the Boise Airport, the Warhawk Museum in Caldwell, SkyStar in Nampa, a session in the Air National Guard F-4 simulator, and a familiarization "Young Eagle" flight for each student.

Just as in years past, this event was successful because of the thousands of volunteer hours and the money donated by so many people from every part of Idaho. We all owe a special tip of the hat to Candy Hardt, Bill Colson, and Gene Soper. These individuals were the front line 24-hour-a-day counselors for the week, and they really did a great job.

The ACE Academy is not going away. Our plan is to reorient the event to make it a teachers academy in which we will train teachers to go back into their classrooms prepared to teach an aerospace curriculum.

This will take us into some uncharted areas, but the potential result of this approach at worst is a cadre of educators who are better informed about aviation and aerospace. The opportunity to broaden the scope of coverage to many more students makes this program very appealing to all of us.

We expect to advertise the Idaho Teacher ACE Academy this fall as a continuing education program offered on the Boise State University campus next summer. If you know of any teachers who may be interested in the program, please have them contact us for more information. Our address and phone number appear on page 2 of this *Rudder Flutter*.

FLIGHT INSTRUCTOR REFRESHER CLINIC RE- SCHEDULED

The Division of Aeronautics has scheduled a Flight Instructor Refresher Clinic (FIRC) to be held February 17 and 18, 1996, at the Division offices located at 3483 Rickenbacker Street, in Boise. The FIRC will be conducted to meet FAA requirements for renewal of **current** Flight Instructor certificates with all existing ratings.

The Clinic will be scheduled to begin on Saturday morning, the 17th, with a registration period from 0730-0830. Classes will be conducted until 1730, with breaks between classes and for lunch. Sunday classes will be at approximately the same times.

Cost for the clinic is \$150.00/person. If you pay before January 19, 1996 you may take advantage of our early registration special of \$125.00. Everyone who plans to take the course **must register by February 9th**. We will need a minimum of ten instructors to sign up for the course in order to meet expenses. If this minimum is not met the Clinic will be cancelled and registrants will be contacted and given a full refund. Please let us know as early as possible if you intend to attend this Clinic so we can have adequate materials prepared to hand out. For more information and/or registration forms call Pam Staton, 1-800-468-5865 or 208-334-8776.

FREE AVED MATERIAL

The Division of Aeronautics is your official FAA Aviation Education Resource Center. We have free publications for teachers and students alike on various aviation careers and an extensive VHS library from which you may check out videos. In addition, 1995 Aviation Art Contest brochures are now here and ready to be distributed. Call or write us today. The printed material can also be accessed through your computer on FEDIX. Data line: 1-800-232-4879. Help line: (301) 975-0103.

MONTANA ANTIQUE AIRPLANE ASSOCIATION VISITS IDAHO

Southwest Montana, Eastern Idaho, and Western Wyoming communities received a rare treat this summer when 32 vintage airplanes participating in the Sixth Annual Air Tour of the Montana Antique Airplane Association barnstormed through that area in late June. MAAA President Ray Sanders (Kalispell, MT) led the group flying his 1946 Fairchild 24. Rexburg native Linda Marshall (now of Belgrade, MT) organized the trip as the result of the good old "You're from Idaho you do it." Who hasn't been run over by that train at some time or another?

The group gathered in Dillion, MT on Tuesday, June the 20th where they spent the night. Wednesday they awoke to rising and falling cloud cover which resulted in only about half of the aircraft making their first scheduled stop at Dell, MT and the other half diverting directly to Arco. In spite of a late arrival at Arco, the airplanes were greeted by a large enthusiastic crowd, were served a lunch of hotdogs and soft drinks and treated to a bus tour of the Craters of the Moon National Monument. From here the group proceeded on to Jerome where they spent the night and were entertained at a g-o-o-o-d barbecue. The way Linda pronounced the word "good" when I talked to her later made my mouth water just listening to her.

On Thursday morning they proceeded to the Burley Airport where they were served breakfast and then departed for Blackfoot for a barbecue lunch. From there the group traveled on to Afton, WY. They spent Thursday night in Afton after a tour of the museum.

Friday morning they toured the aircraft factory in Afton prior to departing for the Hoff Ranch (Idaho Falls) where they had another barbecue lunch before touring on to Rexburg.



Vultee BT-13A. Bob and Linda Marshall from Belgrade, MT.



Howard DGA-15P. Jim Bastiani from Bozeman, MT.



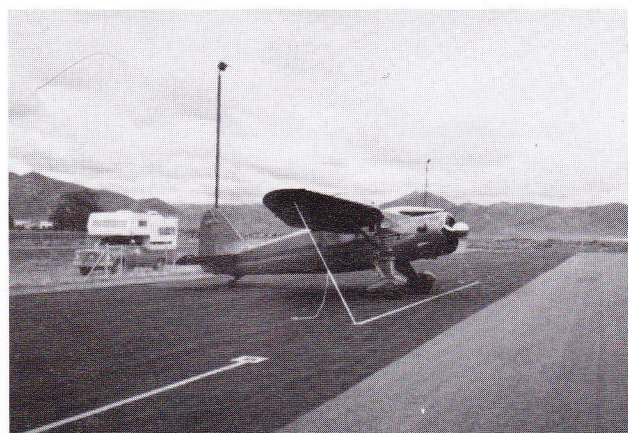
J-3. Dean Koffler from Lewiston, MT.



Mooney M-18C Mites. Jim Vergo and Red Ewing from Minot, ND with budding young aviators dreaming of flights to come.



Piper shade hangar with several tour members.



Stinson Gullwing V77. Wayne Edsall from Bozeman, MT.

In Rexburg they visited the flood museum and had a pizza party at Linda's brother's pizza house. After a night in Rexburg the group departed for Ennis, MT and on to Whitehall, where they spent Saturday night prior to scattering for home Sunday morning.

The Montana Antique Airplane Association has organized five previous tours in Montana and the Canadian Province of Alberta. The group has about 200 members who are dedicated to the preservation of antique and classic aircraft. Some of the tour pilots have aircraft which are museum pieces ill suited to cross country flying and others have restoration projects going on at home. Many participated in the air tour in later model airplanes.

A few of the more unique aircraft on the tour included a 1936 Stinson SR-7B Gullwing flown by Garfield Jermunson (Brady, MT) which saw war time service in the Gulf of Mexico searching for submarines. Bob Marshall of Belgrade, MT and his wife Linda flew their Vultee BT-13A, a radial engine World War II trainer which was affectionately known as the "Vultee Vibrator". A pair of diminutive all wood aircraft manufactured in the mid-1950's which have exceptional performance on low horse power and known as the "Mooney Mites" were flown by Jim Vergo and Red Ewing (Minot, ND). Jim Bastiani, a pilot for Delta Airlines, flew his 1947 Howard DGA-15P and fellow Bozeman resident Wayne Edsall toured in his Stinson V-77 Gullwing. Dean Koffler's (Lewiston, MT) enthusiasm could only be described as infectious when he talked about his C-90 J3 Cub. A 1953 Cessna 17P-B was flown by Jim Kindt (Nanton, Alberta) who joined the club last year when it made a stop in Alberta; and, as Jim and Fay reported everyone seemed to be having so much fun. Others observed in the group were Ercoupes, Cessnas, Pipers, Stinsons, and two Pitts Aerobatic aircraft.

*By: Wayne Pickerill, P.E./L.S.
Airport Planning and Development Engineer
Idaho Division of Aeronautics*

EASTERN IDAHO 99'S UPDATE

By Sandi Bills

The Eastern Idaho 99's met at the Pocatello AvCenter on July 29th to plan future activities and events for 99's. The group decided upon the following activities for the next two months:

- Recruit women who fly to join the 99's.
- Sponsor a Mountain Flying Clinic at the Flying B Resort Ranch on the Middle Fork of the Salmon River the weekend of September 8-10.
- Paint the 99 "compass rose" at the Pocatello Regional Airport. Preparation will begin September 25th and the painting is scheduled for September 30. We know this is an ambitious project and we're confident everyone we know who flies, everyone who knows pilots, everyone who hangs out at the airport or likes group activity will get involved in this project! Paint for this project is being donated by Bennett's Idaho Glass and Paint in Pocatello.
- Sponsor a safety meeting in Idaho Falls to be held toward the end of October. A guest speaker will be invited and women who fly as well as other interested people should plan to attend.

For more information on these activities as well as the Ninety Nines, contact the AvCenter in Pocatello, 234-2141 or the Red Baron AvCenter in Idaho Falls, 523-8855.

SULPHUR CREEK AIRSTRIp UPDATE

Sharp eyed aviators may have noticed in the latest edition of the *FAA Northwest Facilities Directory* that the Sulphur Creek Ranch Airstrip is now listed as public use. However, the listing in that category was inadvertent, as the owner prefers to keep the access available on a prior permission required basis.

For the time being, use of the Sulphur

Creek Ranch Airstrip should continue as reflected in the *Idaho Airport Facilities Directory*. If you are interested in visiting the ranch for an extended stay over or just to drop in for breakfast, give Shirley a call at (208) 377-1188, and she will help you make the arrangements you need.

NEW RATINGS

PRIVATE

Dave Bastion

*Instructor: Pat Shanafelt

Ken Chaffin

Instructor: Pocatello Avcenter

John Drake

*Instructor: T.C. Gilkeson

Thane Jonson

*Instructor: Jim Hayden

Kevin Kaneuer

Instructor: Pocatello Avcenter

Jim McAndrew

Instructor: Pocatello Avcenter

Wayne Menleman

*Instructor: Santiago Guerricabeitia

William Mish

*Instructor: Greg Herbert

Morley Weyerman

*Instructor: Gail Rew

Collier Yarrish

*Instructor: Gene Mussler

INSTRUMENT

Trell Kennett

Instructor: Pocatello Avcenter

Craig Leymaster

*Instructor: Steve Bower

Mark Parent

*Instructor: Steve Bower

SD3 PPE

*Lynn Flock

*Craig Irvine

SD3 TYPE

*Kevin Stalder

*-FAA Examiner Richard "Dick" Williams

DON'T DRINK AND FLY

By David Martin, M.D.

*Reprinted from Medical Center Physicians, P.A.
"Patient Update" - excerpt from Federal Air
Surgeon's Medical Bulletin.*

Flying, while fun and exciting, is a precise, demanding and unforgiving endeavor. Any factor that impairs the pilot's ability to perform the required tasks during the operation of an aircraft is an invitation for disaster.

The use of alcohol is a significant self-imposed stress factor that should be eliminated from the cockpit. The ability to do so is strictly within the pilot's control. Pilots have shown impairment in their ability to fly in ILS (instrument) approach or even to perform routine VFR (visual) flight tasks while under the influence of alcohol, regardless of individual flying experience. If other variables are added, such as sleep deprivation, fatigue, medications, hypoxia or flying at night, the negative affects are significantly magnified.

**Federal Aviation Regulation 91.17
states no person may operate an aircraft:**

- **within 8 hours of having consumed alcohol**
 - **with a blood content of 0.04% or greater**
 - **while under the influence of alcohol**
 - **while using any drug that adversely affects safety**
-

Keep in mind that regulations alone are no guarantee that problems won't occur. It is far more important for pilots to understand the negative affects of alcohol and its deadly impact on flight safety. As a minimum, adhere to guidelines of Federal Aviation Regulation 91.17. A more conservative approach is to wait 24 hours from the last use of alcohol before flying.

Cold showers, drinking black coffee or breathing 100% oxygen cannot speed up the elimination of alcohol from the body. Consider the affects of a hangover. Eight hours from

"bottle to throttle" does not mean you are in the best physical condition to fly. Use good judgment. Alcohol avoidance is as critical as developing a flight plan, a good preflight inspection and avoiding severe weather. Questions and comments may be directed to Dr. Martin at Medical Center Physicians P.A., (208) 463-3000. Blue skies!

*Dr. Martin provides Class 1, 2, and 3 flight
physicals and is a pilot with over 20 years experi-
ence.*

T CRAFT AERO CLUB-25 YEARS OLD

"...Go up two or three times and you'll be hooked." That is how one of the early members of T-Craft Aero Club explained her love of flying to a newspaper reporter in 1975.

T-Craft Aero Club was born in about 1970 at the Nampa Airport with two Taylor Craft airplanes. Later, a Cessna 150 was added, then a Cessna 182. Now the club fleet consists of five airplanes, all Cessnas, one C152, two C172's, and two C182's.

Club members use the aircraft for local flying around the Treasure Valley, cross country to all parts of the state, and even internationally into Canada and Mexico. The goal of the club is to maintain a fleet of safe aircraft for the members to operate at the lowest possible cost.

T-Craft Aero is owned by its members and is operated on a non-profit basis. Members do all of the administration of business, and maintenance is performed by licensed mechanics. An enclosed and locked hangar at the Nampa Airport provides security and protection from the elements.

The T-Craft Aero Club offers everyone who loves to fly Idaho skies, the opportunity to apply for membership. For more information, call Donald Branton or Jerry Hartman at (208) 344-1143. You will be glad you did.

FAA REVITALIZATION BILL INTRODUCED IN CONGRESS

Early in September of this year, Representatives John Duncan (R-Tenn) and Jim Lightfoot (R-Iowa) jointly introduced a measure that addresses the operation and structure of the FAA. Referred to as the Federal Aviation Administration Revitalization Act of 1995, the bill proposes several major reforms of the agency that oversees the aviation industry in our nation.

The principal goals of the measure are to take the Aviation Trust Fund off-budget, establish streamlined procedures for procurement, and revise management to place more authority with the agency director.

Interestingly, an article in *Aviation Week & Space Technology* reported findings from the U.S. General Accounting Office that indicated the recent problems with equipment in several ARTCCs were a result of the FAA's "lack of long term leadership and its inability to understand and direct its own technical programs..." (page 33, AW&ST, Sept. 11, 1995).

As this newsletter goes to press, we have no indication that either of Idaho's Congressional Representatives have signed on as co-sponsors of the bill. If you support the goals of the legislation we urge you to write to the representative for your district and ask that they sign on as a co-sponsor.

If you do not believe this effort is in the best interests of the general aviation industry note that the same article quoted above from the *Aviation Week & Space Technology* included a remark from Secretary of Transportation Pena, that he would urge President Clinton to veto any legislation that would result in a separate and independent FAA.

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(ADDRESS CORRECTION REQUESTED)

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